

2010 Rigging test

1. You are rigging a chute with an "OK" tag on it. When you are forming the squid, you see a small tear in the material near the tail. What is the proper course of action?
2. Why does the Ram-air canopy need to have the brakes stowed for opening? And what brake setting do you stow them at?
3. Describe the knot connecting the steering lines to the toggles? Where is it located?
4. After the canopy is laid out on the table for packing, the risers have been hooked to the tension device assuring the canopy is on its left side with the ring locator connected. The next step in packing is? And why is this step important?
5. How long can a parachute be packed before it can no longer legally be jumped?
6. Is there any change in procedures when packing on the ground vs. packing on a table in the loft?
7. Who is responsible for doing the Cypres unit self test? And when should it be done?
8. I just returned from a fire and am pretty sure my reserve got wet on the jump, what is the proper course of action?
9. What are the consequences of line stows that are too long or too short?
10. What is the importance of counting tools before and after rigging a chute?
11. T or F There are 3 locations needed to log all rigger/rigging information after the parachute is packed and ready to be put on the shelf?

12. What kind of rigging issues would warrant a MARS to be filled out? And how would you go about filling one out?
13. List The tools and items which should be in your field rigging kit:
14. Why do we quarter the slider?
15. What do we write on the tape when we rig a parachute in Boise?
16. What do we write on the tape when we rig a parachute in GJ?
17. What do we write on the tape when we rig a parachute in Alaska?